

**LEGISLATIVE SERVICES AGENCY  
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**FISCAL IMPACT STATEMENT**

**LS 6948**

**BILL NUMBER:** SB 305

**NOTE PREPARED:** Jan 4, 2006

**BILL AMENDED:**

**SUBJECT:** Special-Purpose Buses.

**FIRST AUTHOR:** Sen. Rogers

**BILL STATUS:** As Introduced

**FIRST SPONSOR:**

**FUNDS AFFECTED:** X GENERAL  
X DEDICATED  
FEDERAL

**IMPACT:** State & Local

**Summary of Legislation:** *Special-Purpose Buses:* The bill requires a special-purpose bus to stop before crossing railroad tracks. The bill provides that a school bus or special-purpose bus may not be operated with passengers on board if any exit or window is obstructed.

*School Bus Committee:* The bill allows the state School Bus Committee to adopt rules concerning special-purpose buses.

**Effective Date:** July 1, 2006.

**Explanation of State Expenditures:** *School Bus Committee:* The School Bus Committee would have the option of adopting rules for special-purpose buses in addition to ordinary school buses. The Committee meets once per month and would likely be able to consider any rules within the normal course of business.

*Background:* The Department of Education reports that members receive neither per diem nor mileage/travel reimbursement for their service on the School Bus Committee. Expenditures, such as printing costs, for the Committee are funded by the Division of School Traffic Safety within the Department of Education via appropriation from the Motor Vehicle Highway Account. Under HEA 1001-2005, the General Assembly appropriated \$273,218 in FY 2006 and \$273,225 in FY 2007 to the Division of School Traffic Safety.

The Committee has nine voting and five nonvoting members. The membership includes several state, local, and private officials. The Committee has the authority by statute to establish rules governing the construction of and equipment used on school buses. The Committee also may establish inspections for school buses and must

establish performance standards for school bus drivers.

**Explanation of State Revenues:** *Special-Purpose Buses:* Under the bill, a school corporation, entity, or person who directs another person to operate an obstructed bus would be subject to a Class C misdemeanor.

*Penalty Provision:* If additional court cases occur and fines are collected, revenue to both the Common School Fund (from fines) and the state General Fund (from court fees) would increase. The maximum fine for a Class C misdemeanor is \$500. However, any additional revenue would likely be small.

**Explanation of Local Expenditures:** *Penalty Provision:* A Class C misdemeanor is punishable by up to 60 days in jail.

**Explanation of Local Revenues:** *Penalty Provision:* If additional court actions occur and a guilty verdict is entered, local governments would receive revenue from court fees. However, any change in revenue would likely be small.

**State Agencies Affected:** State School Bus Committee; State Police.

**Local Agencies Affected:** Trial courts, local law enforcement agencies.

**Information Sources:** [www.doe.state.in.us/htmls/phprint.php](http://www.doe.state.in.us/htmls/phprint.php); Phil Baxter, Department of Education, 232-0890; *State of Indiana, List of Appropriations: July 1, 2005, to June 30, 2007.*

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